

Automated Commercial Environment—Requirements Recommendation

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Requestor:	ITDS Sub-Committee
Customs Co-Chair:	Don Kusser
Trade Co-Chair:	Tom Anastasi and Sandra Scott

Requirement

Motor freight manifest

The carrier or its agent will transmit manifest data at least five minutes before arrival at the customs primary inspection booth.

Customs will perform a risk assessment using complete manifest data. Based on this information, Customs may place a hold on the driver, one or more crewmembers, the conveyance, or one or more shipments.

The FMCSA will perform risk assessment using data identifying the driver, carrier, and conveyance. Based on this information, FMCSA may place a hold on the driver or the conveyance.

The INS will perform risk assessment using data identifying the driver and crewmembers. Based on this information, INS may place a hold on the driver or one or more crewmembers.

All agency risk assessments will be fully automated and will return release / hold decisions within three minutes.

NEXT STEP: Propose agency risk assessment automation and timing requirements to Customs, FMCSA and INS.

Business Need

A large proportion of motor freight cargo entering the United States originates at locations within minutes of the border. Carriers and their agents assemble loads and assign crews and conveyances with very little lead-time. Government systems must provide rapid, fully automated processing of manifest data in order to avoid delays and port congestion.

Technical Need

Benefits

Rapid, reliable risk assessment by government agencies can help to improve the flow of traffic across congested bridges, avoiding high carrier waiting-time expenses and easing the pressure on border infrastructure.

Risks

Related Subcommittees

Multimodal manifest

Priority: **Critical** ☒ **High** ☐ **Medium** ☐ **Low** ☐

Customs Use OnlyApproved ☐Not Approved ☐Further Evaluation Required ☐

